

DELIVERY CAR WINS BIG RACE AFTER STRENUOUS SERVICE

Competitors Outrun by War-Scarred Veteran in Navy Campaign.

Merchants, farmers and other users of light commercial cars who appreciate what motorized equipment means in the way of quick and reliable service, will be interested in a race story brought back from France by a decorated soldier. As told by Major Hayes, of the 311th Supply Train, the story is reprinted from the Automobile Topics of June 12. These Memorial Day races at St. Nazaire and the entirely care-free performance of a battle-scarred Dodge Brothers light delivery truck are still talked of wherever there are doughboys who were coming through that port about the first of June on their way home. Four first places and two seconds against a field of out of six events scheduled, is a good score for any car. Hence the pride of the 311th Supply Train and of the Motor Transport officers at Nantes, France, in the little racer which they rebuilt in five days of a race that had been all over the battle fields and had come finally to the Nantes park. For the car which represented the Motor Transport officers at Nantes, France, in the races on La Baule beach near St. Nazaire turned in just such a score, after several hours of hard work.

"Fifty thousand dollars," it is estimated, were waiting at St. Nazaire to have their service records checked up and the last minute races of their overseas service removed from their persons. For Memorial Day, by way of celebration and a reminder of the war, the Motor Transport officers were plainly indicated, as the doctors say. When permission was given some time before the event, there was a wild rush to use the words of an officer who was present, to build racing cars in every motor transport shop in St. Nazaire, and every town within the limits of Base Section No. 8, O. S. for which that well-known port is headquarters. Some forty cars were finally entered, ranging in size from the four-seater to four, whose name needs no mention, to sixes, eights and twelves.

Motor Service Park 767 at Nantes picked the best material it had available, a Dodge Brothers light delivery vehicle which, after hard service at the front, had been driven overland to the park, where it was being kept in general service. To make a racer out of it, the fenders and body were removed, the wheel-base shortened to 100 inches, the compression increased by raising down the cylinder heads slightly, reciprocating parts lightened, and a stock radiator gear substituted for the commercial gear ratio already in place. With these few changes the car was ready for its mile-a-minute performance. It ran from one to forty-nine miles per hour, which was only seven miles per hour.

In the first race, one mile against time in a field of ten starters, the little car finished second with a time of 1:24 seconds. It won the second race, twenty-one miles, free for all, with eighteen starters, showing 21 minutes 4 seconds for the distance and beating cars considerably larger and usually regarded as more powerful.

The second day's racing turned out a large crowd to cheer for the little white racer with its red "N" in a circle. The first race of the second day was at fourteen miles for light cars only. The Nantes entry won easily, time 13 minutes 19.4 seconds. The next race was a forty-nine-mile free for all, with sixteen starters.

ARMY TRUCK DRIVERS FIND JOBS WAITING THEM

One Class of Returning Service Men Who Have No Trouble in Finding Work.

"While committees and societies are busy themselves to find jobs for returned soldiers, there is one class of soldiers who do not need any help. They are actually being sought after," says Mr. A. C. Burch, sales manager of the Clyde Cars Company, Clyde, Ohio. "The men who return from overseas to find jobs hunting for them are the army truck drivers. The wonderful experience which they have had in driving over every conceivable kind of roads under the most trying conditions imaginable has made experts out of nearly every one of them. 'The absolute necessity of keeping the trucks going has been so thoroughly drilled into them, that better care is given the trucks to accomplish this purpose. 'And the fact that the soldier drivers are not in the habit of allowing anything to stop them means that they can be relied on to keep a business concern's schedules right up to the minute. 'With shells bursting on all sides, and bombs dropping from above, these drivers learned a thousand new tricks in driving, how to climb out of mud holes, etc. 'We have heard from a large number of drivers of Clydesdale trucks which were in service at the front, and nearly every one of them writes that he has his old position waiting for him, and a very gratifying feature to us is the fact that these men all intend their intention of insisting on driving Clydesdale trucks due to the performance of these trucks in service. 'The automatic controller which the drivers call the 'Driver Under the Hood' relieves them from regulating the throttle and motor, and leaves them free to watch the road and steer."

SYLVATUS IN CARROLL

New Town Getting in Industrial Lure—Blank Now Ready to Meet Demand.

HILLSVILLE, VA., Sept. 6.—Sylvatus, located in the northern part of this (Carroll) county on the branch of the Norfolk and Western Railway, seems destined to become of considerable importance in the industrial world. Some small industries, mostly lumber, have sprung up in and about the village and others are to be located there. The village has become large enough and the business varied enough to require a bank, and the good people were prompt to organize one. In six weeks or less the Bank of Sylvatus will throw open its doors and start business. The bank was chartered a few weeks ago with minimum capital placed at \$20,000. The stock was promptly taken and the organization has been completed by the election of the following officers: Currell Butler, president; J. C. Quisenberry, vice-president; W. G. Martin, of Hillsville, cashier.

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MITCHELL HAS BIGGEST DAY IN HISTORY OF CONCERN

Railroad Shortage Does Not Dampen Demand for Curtail Deliveries of New Victory Model.

"Nothing seems to be able to stop the overwhelming demand for the new Victory Mitchell," is the gratified statement made by Sales Manager John Tainish, of the Mitchell Motors Company, Inc., of Racine, Wis. "With the coming of the dull summer season we looked forward to a let-up in business which would permit us to catch up with the orders on hand, as we are so far snowed under with the demand for the Mitchell that we cannot see daylight. Dealers, urged on by prospective owners, are clamoring for cars and more cars, and we hoped we would have a chance to meet all needs. 'When the carmen's strike was announced, the difficulties of shipping cars would, we believed, also help to curtail shipments to a point where we could make better deliveries, as the demand had got to a point where our best efforts are unable to keep abreast of it. 'It appears now, however, that we were wrong in both conjectures. The coming of the dull summer season has brought no abatement in the demand for the new Victory Mitchell. 'The enthusiastic reception with which this car was first greeted has been augmented by its performance in the hands of the thousands of satisfied owners who are now driving it. 'Hundreds of Users Will Tell You About

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1. Front System Overhaul Operation No. 167

The front system of the Ford car takes in front axle, spring, steering connecting rods, wheels and front radius rod.

Lack of proper lubrication and hard usage wear out the parts composing the front system, the direct results of which are premature wear of tires, hard steering, broken springs, broken wheel bearings, loose bolts, etc. Any of these may contribute to a serious accident.

A front system overhaul is really inexpensive, and considered from a safety standpoint, no owner ought to drive or let others drive a car needing an overhaul of this kind.

When we overhaul a front system the procedure is as follows:

The front end of the car is isolated and front axle, spring, steering connecting rods, wheels and front radius rod are removed from chassis.

All parts are disassembled, thoroughly cleaned and inspected, down to the last bolt and nut. All worn parts, where wear cannot be taken up, are replaced by new ones. All broken parts are similarly replaced. Spindle bushes and arms are rebushed and reamed, if necessary.

The steering arm connecting rod ball caps are brought up snug when assembled.

Front hubs are packed with grease before wheels are placed back on axle, and bearings are then adjusted.

Front spring and perches are rebushed, if necessary. All spring leaves are freed from rust, oiled and reassembled.

The front system is now assembled to chassis and radius rod ball socket attached with relation to its bearing surface.

The front axle is tilted at the correct angle and front wheels properly aligned.

The job is now complete and our labor charge for this work is \$5.00, necessary parts extra.

WE USE GENUINE FORD PARTS EXCLUSIVELY.

Drive carefully. Avoid bad bumps or chuck holes. These are the cause of spring breakage and the ruin of front wheel bearings. Avoid hitting curb. This causes misalignment of front wheels and uneven wear of front tires.

Oil your spring leaves. It will prolong the life of the car as well as the springs and make for easier riding. At least once a week drop oil in oil cups in front system, 8 in all. Then adjust front wheel bearings on an average of twice monthly. At the same time see that the bearings are sufficiently packed with cup grease. It is better to have too much than not enough.

If you will follow out these instructions you will seldom need our services.

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Flouring Mills at White Sulphur.

WHITE SULPHUR SPRINGS, Sept. 6.—The People's Milling Company has been incorporated here with \$50,000 capital stock and will establish flouring mills on one of the magnificent water powers near here. W. R. Howling and J. O. O'Farrell are the incorporators and principal stockholders.

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The longest, strongest guarantee ever put behind a storage battery for automobile starting, lighting and ignition.
The Philadelphia Diamond Grid Battery WITH-OUT the Philco Retainer was and is a good battery. Not one in a thousand has failed to outlive its long guarantee of eighteen months. But the Philadelphia Diamond Grid Battery WITH the Philco Retainer is even better.
In actual war service in the U. S. Navy it has demonstrated its supreme practical worth.
THE new patented feature, the Philco Retainer, is a thin sheet of slotted hard rubber, which is placed just against the active material of each positive plate. In any battery this active material tends to disintegrate and fall off. The faster this occurs, the quicker the battery wears out. Although the slots in the Philco Retainer are so numerous that they allow the free passage of acid and current, each slot is so narrow that the retainer is, in effect, a solid wall which holds the active material firmly in place.
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A Feast to the Eye is the Post-War Maxwell

A NOTED artist, whose income is sufficient to provide him with a Rolls-Royce, took one look at the Post-War Maxwell and remarked: "It's a sun-down!" Which is art slang for saying, "It's a beauty."
This artist then went to the telephone and placed his order for one.
But the real great beauty of the Post-War Maxwell was hidden from the eye of this noted artist. He did not know about the vast improvements made in the chassis, how the electric system has been perfected, how a heavier and masterly rear axle has been used, how Hot Spot and Ram's-horn have given the engine a new efficiency, how the emergency brake has been set up on the transmission shaft, nor a score of others that would make a "mechanical mind" forget his dinner.
It's a greater Maxwell than any of the 300,000 of the same type that grace the highways of the world.
Though a respectable sum has been added in value, the price is only \$985 f. o. b. Detroit.

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